



DISTRICT 13

Flag Hoist

U S COAST GUARD AUXILIARY
DIVISION SIX NEWSLETTER

DIVISION 6

U S COAST GUARD AUXILIARY



VOLUME XVI ISSUE 1

ALL HANDS MESSAGES

WHEC Sustainment

To the Men and Women of the United States Coast Guard:



USCGC Gallatin (WHEC 721)

I want to update you on measures to address the declining readiness of our High Endurance Cutter (WHEC) fleet. Last July, the Atlantic Area Commander removed the GALLATIN from a patrol to resolve multiple casualties. Upon return to homeport, the cutter underwent an intensive inspection that revealed a high level of corrosion and structural deterioration.

The damages were so severe that the Area Commander ordered GALLATIN to remain in its homeport. As GALLATIN was being repaired, DALLAS was completing an historic Black Sea deployment in support of the U.S. European Command. This mission involved delivering humanitarian supplies to the Republic of Georgia as part of Operation Assured Delivery following the South Ossetia conflict.

DALLAS' deployment was highly successful and lauded by the Department of Defense, but it came at a high cost. The crew overcame severe mechanical casualties, including several fires, just to complete the mission. While this reflects the crew's professionalism and dedication to duty, it was symptomatic of the deteriorating condition of the entire WHEC fleet. Upon its return to homeport, DALLAS underwent an inspection similar to GALLATIN's that also revealed excessive deterioration. Based on these findings, the Atlantic Area Commander directed both ships to remain pierside until full repairs are completed. I just finished

a conversation with VADM Papp who has held an "all hands" meeting with both crews. I fully concur with this decision and want to outline our intentions moving forward.



USCGC Dallas (WHEC 716)

Both DALLAS and GALLATIN are more than 40 years old and beyond their anticipated service lives. The structural deterioration, including excessive corrosion of the longitudinals and holes in the bulkheads behind insulation, has reduced the watertight integrity and structural strength of the vessels to the point where they need immediate repairs. While still operationally effective, we have known that the readiness of our WHEC fleet has been declining sharply during the past several years. This has been reflected in increasing maintenance costs and lost operational days. Since all of the WHECs are either over or close to 40 years old, we are reassessing the readiness of the entire class and developing a plan to keep these ships operational until the National Security Cutters (NSC) and Offshore Patrol Cutters (OPC) come on-line.

Our Coast Guard must be ready for all threats and all hazards. In my first SITREP as Commandant, I pledged that we would obtain the most capable fleet of multi-mission ships, aircraft, boats and command and control systems available. DALLAS and GALLATIN no longer meet this standard. By making these urgent repairs, we will ensure both cutters are ready to deploy for operational missions in all sea states, all weather, world-wide. It will take approximately six months following contract award to complete. I have also approved the infusion of additional funding to better

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Visit our Division 6 web site at <http://www.d13cgaux.org>

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support the ten WHECs in Pacific Area. These urgent repairs to DALLAS and GALLATIN will be part of an integrated WHEC sustainment plan that will ensure we can meet our operational commitments until our fleet is recapitalized. We will be assessing several options for longer term sustainability in the coming weeks.

The hull corrosion and poor materiel condition of DALLAS and GALLATIN have been compounded over time. They represent symptoms of larger systemic problems we are addressing through the Coast Guard modernization effort. Our current logistics, budgeting and support processes have not kept pace with the increased operational demands of this aging fleet nor will they be adequate for our new assets being delivered to the field. We must commit to better business practices and I believe we are moving in the right direction.

In January 2009, we will stand-up both the Surface Forces Logistics Center (SFLC) and the 378' WHEC Product Line. Consistent with the stand-up of the Small Boat Product Line in October, these events will align the naval engineering community to directly support specific assets. This new product line approach will provide a single point of contact for mission support services, standardize business processes, and create clear lines of accountability. It will significantly limit the burden of asset support from our field operators and enable them to focus more directly on mission execution.

I appreciate all the hard work that Coast Guard men and women dedicate to the Nation every day. While we face many challenges in sustaining our current fleet and modernizing for the future, I am confident we can achieve our goals by working together. Thank you.

Admiral Thad Allen
Commandant, U.S. Coast Guard



*Storm off Cape Disappointment 14 December 2008
USCG Photo by PA3 Pollinger.*



KNOW YOUR RANKS AND RATINGS!

What rank is the insignias at the left and what speciality is the wearer. Answer on page 5

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IMMEDIATE PAST DIVISION COMMANDER REFLECTIONS :

D. Wimer

Welcome to 2009, a year we will remember for all the great things that you will accomplish! By now you have established your 2009 goals, submitted your annual financial report which included your PPE inventory (including the members name to which the equipment is allotted). Changes of Officer Reports have been filed and you are ready for a great and productive year.



We will be experiencing several new things this coming year. District 13, USCG has established their goals for 2009. Below I will list just a few of the goals and objectives that will affect the Auxiliary.

Goal- Institute intelligence driven operations.

Identify local threats and AOR risk profile and push to all operators.

Collaborate with Federal, State, local and International partners.

Complete Sector Transition in D13. This will involve the development of "Sector Columbia River" headquartered in Astoria. This will take several years to reach completion, but is planed to start in 2009!

Continuously Improve Response Posture.

Practice D13 Response Doctrine – Develop a First Two-Hour "Best Response."

Identify and address gaps affecting response/readiness posture.

Encourage Leadership initiatives.

Auxiliary Retention and Growth. Analyze Aux program personnel data; make recommendations on policy changes to encourage growth. Utilize Auxiliary membership drives through initial training opportunities within CAN (Citizens Action Network) and other methods such as safe boating classes.

Ensure Unit Leadership Development programs are

Immediate Past Reflections continued on page 10



FROM THE DIVISION COMMANDER

M. Chaput

I trust that all of you and your families have had a wonderful holiday time. We have, especially with grand children around, there is never a calm moment but what fun. For those of you that had snow and ice I apologize as my grand children have been doing the snow dance to get out of school, darn if it didn't work.



Well for better or worse it's a New Year and a whole new set of challenges. Part of the challenge will be to align and support the new sector program in which we have been made aware. Group Astoria and Sector Portland will unify under one command of Sector Columbia River. I think this will offer the Auxiliary many new opportunities to interact and find exciting areas to be involved and assist. A need that has been immediately identified is that we, the Auxiliary, will need to become very familiar with the ICS network; not just from a training class but able to speak, operate and be functionally acute in this arena.

In addition we have collaborated with the USCG Reserve within our Division. Their needs and ours are very similar; training, underway time, resources and available manpower/womanpower. The Division leadership has met with the Senior Reserve Officer to find common ground and areas of mutual support and assistance. There are many and we both come out with a win – win; so stand by for opportunities with the Reserve.

Along with the new challenges we still have our basic missions to complete. First and foremost is the RBS mission. This year we intend to implement a "Buoy 10" approach in other areas and ramps throughout the Division and elsewhere that is needed. The Oregon Marine Board has identified areas that need attention and our plan is to get groups together and handout material and meet the public boating community face to face. This approach has been extremely successful on the Columbia River mitigating incidents and it should

be just as successful elsewhere. Our overall goal for the RBS arena is to increase PE offerings, VE's, PV's and recreational boating safety.

I would be remiss if I did not speak to the need for recruiting. This is extremely important to all flotillas but especially to the few that have not had new members join for a long time. The future success of all flotillas and there ongoing survival is new recruits. Without new members your flotilla is on a plan for a long agonizing death. The motivation and dream of those that initiated the flotilla was service to the boating public. The responsibility of all of us that have followed is to keep their dreams and service alive and well. So RECRUIT - RECRUIT – RECRUIT. "09" is going to be an exciting year for all of us; one packed with fun, friendship and exciting new areas to be involved in. Don't hesitate to share this with your friends who are not members yet. I bet they will thank you for it.

We should all keep our qualifications current, crew bag ready and stand by to shove off.



FROM THE VICE DIVISION COMMANDER

Gary Kobes



The only thing in life and in the Auxiliary that is constant is the rate of change. The Coast Guard has been in an evolutionary process for several years called Sectorization. In our area we have two Commands, Group Astoria and Sector Portland. This split has created overlapping areas of responsibility and duplication of resources. For some time there have been discussions on how that will be rectified.

Finally a decision has been made and a transition has begun that will combine Sector Portland and Group Astoria into a unified Command which will be called Sector Columbia River which will have jurisdiction of the coastal waters for about a hundred miles north and south of Cape Disappointment and the Columbia River from the mouth to Lewiston, Idaho.

Sector Columbia River as it is currently planned will be headquartered in Astoria, with a significant presence in Portland to deal with service of the maritime shipping activity that is centered there.

VCDR continued on page 5

VCDR continued from page 4

How will this affect the Auxiliary? In the short term probably very little. In the long term for Division 06 it will change the active duty people we interact with and it will present new opportunities for support of the active duty units which will make up the sector.

Our task in the short term is to start to look at the Auxiliary in relation to the Sector format. This has already begun at the National and District level of the organization. Under the leadership of Mel Chaput and Dean Wimer we will begin our part of the transition.

Very simply it involves how we view ourselves. The traditional Auxiliary organization chart is organized around our missions, Recreational Boating Safety, Operations and Member Services combined with Direct Support of the Active Duty side of the house.

Sectors have three major functional areas in addition to the command function. They are:

- Logistics
- Prevention
- Response

Not only does a Sector function that way on a day to day basis, it also slips into its Incident Command System responses in this organizational format.

The accompanying organizational chart of Division 06 is how we fit into that format. In general, Logistics equates to Member Services; Prevention equates to Recreational Boating Safety; and Response equates to Operations.

As in everything there are always a few things that don't fit conveniently into a specific label. For our part Logistics has two major sub components, Member Services and Recruiting and Retention.

Another change is the introduction of the Senior Staff Officer (SSO) position at the Division level. When you look at the organization chart there are approximately

20 functional staff areas. With the current organizational structure this represents a gross violation of the management rule of thumb that one manager can only effectively oversee five to seven functional areas. In order to better support the Bridge of Division 06 we have appointed four Senior Staff Officers. They are:

Logistics-Retention and Recruitment:	Don Berger
Logistics-Member Services:	Jerry Pritchard
Prevention:	Dale Jacobs
Operations:	Lee White

The reporting relationship between a Division SO and the DCDR or DVCDR will not change. As per the Aux Manual they will continue to the same reporting relationship. The one difference is that in communications up the chain the appropriate SSO will be copied; and on any communications down the chain the appropriate SSO will be copied. The role of the SSO is to assist the Bridge in making sure that information gets out and that policy is properly implemented. They are also to function as an additional "go to" person in the event the DCDR or DVCDR is unavailable.

In addition to SSO's we will be introducing the concept of Project Officers (PO). When the Division attempts to institute an activity or policy that affects multiple Flotillas, we will appoint a PO to oversee the effort on a day to day basis and help to guide the initiative to a successful implementation.

In the coming year as a Division we will be endeavoring to do the following:

Clone the successful aspects of Buoy 10 to other venues in our area. This will have an emphasis on personal contact to get out the RBS message. More to follow next month.

Work more closely with the Coast Guard Reserve, including administrative support, training support and participation in exercises. More to follow next month.

Emphasis on building a robust communications system—phone, radio, internet, email—in order to enhance our every day, operational, and emergency communications and response capabilities.

Identify more direct individual support activities with the active duty Coast Guard.

So this is it. We are off and running for 2009. I hope that each of you finds an activity in the Auxiliary that

What Rank and Rating?

The device indicates the rank is that of the Master Chief Petty Officer of the U. S. Coast Guard. There is only one individual that serves at this rank at anyone time on active duty. The E-10 is not a rated position and serves as the highest ranked enlisted member and councilor to the Commandant.

VCDR continued on page 6

VCDR continued from page 5

you enjoy doing and then go out and excel in it. If there are roadblocks to that happening, it is the job of your Flotilla and Division staffs to help eliminate those road blocks. Do not hesitate to ask.

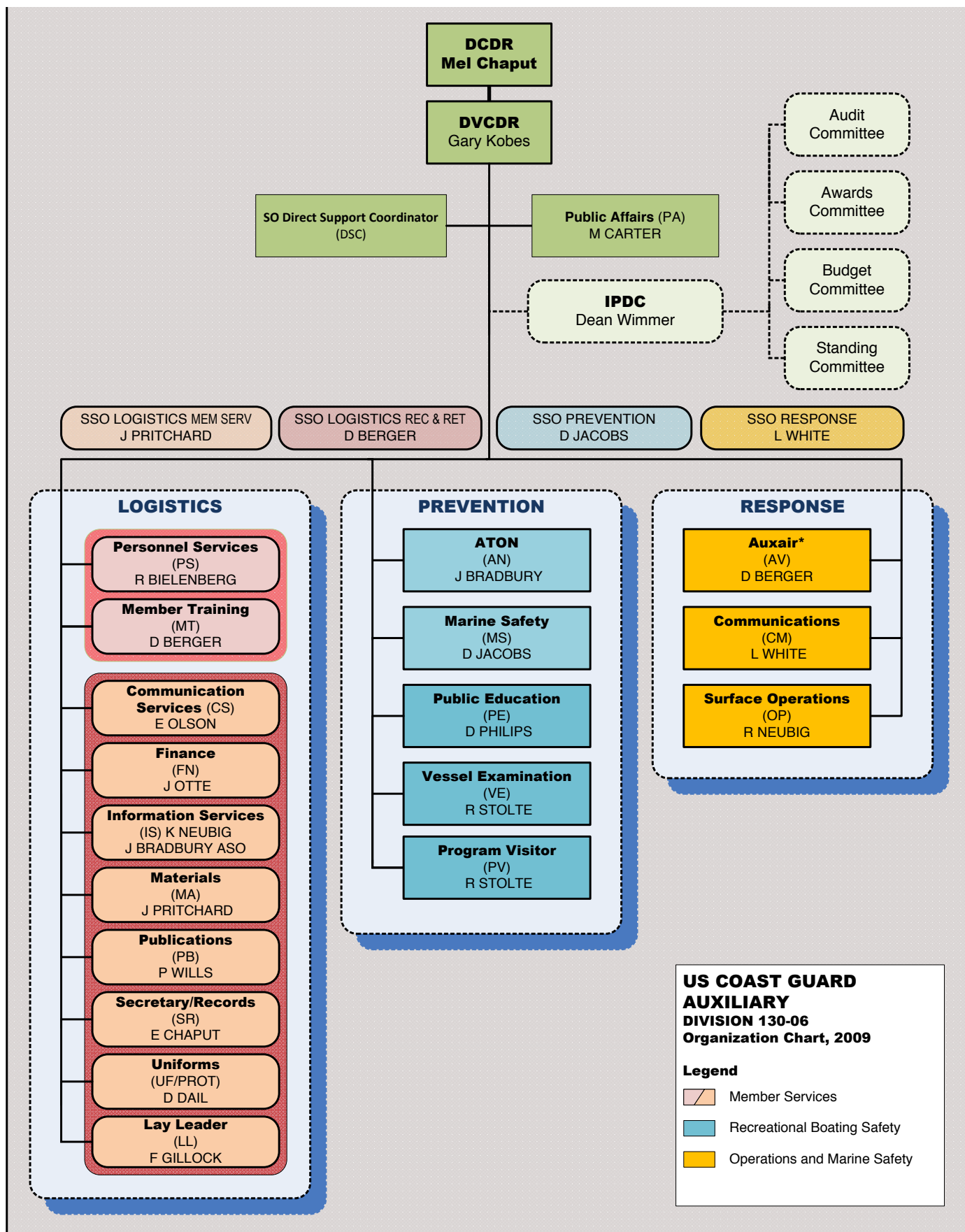
Starting in 2009, the Flag Hoist will feature the up coming months calendar of events, as listed on the Division web site, for your information. Please make sure all planned training or meetings are posted well in advance so this new resource will be accurate and helpful.



Auxiliary Coordinator for Sector Portland, Danny Dail receiving an award from CWO2 Stephen Jones at Change of Watch ceremonies, 6 December 2008 at Spirit Mountain Casino, Grand Rhonde, OR. USCG Aux Photo by Dean Wimer

United States Coast Guard Auxiliary Division 6, District 13**Jan 2009 (Pacific Time)**

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
28	29	30	31	1	2	3
					7pm - 62 Flotilla	
4	5	6	7	8	9	10
		7pm - Albany - Boating Skills and Seamanship LBCC	7pm - McMinnville - ABS Class			8am - Division 6 - Leadership & Goal Setting
11	12	13	14	15	16	17
7pm - 61 Flotilla		7pm - 68 Flotilla 7pm - Albany - Boating Skills and Seamanship LBCC	7pm - McMinnville - ABS Class	7pm - 66 Flotilla		8am - Division 6 - TCT Training
18	19	20	21	22	23	24
		7pm - 63 Flotilla 7pm - Albany - Boating Skills and Seamanship LBCC	7pm - 64 Flotilla	7pm - FL 65 Meeting 7pm - McMinnville, ABS Class		9:30am - 66 Crew Training
25	26	27	28	29	30	31
		7pm - Albany - Boating Skills and Seamanship LBCC	7pm - McMinnville, ABS Class			



DIVISION STAFF GUIDANCE

SO-AN: J Bradbury—

SO-CM: L. White— Hello everyone, well it has been a good year. We have seen a lot of changes in the Communications Department this year with the switch to Narrow Band and Digital as well as the new Telecommunications Operator PQS. I hope to see as much change or more this next year to better our communications. In regards to the new TCO PQS I hope to see the tests out after NACO in January, then we can get our people who are interested in becoming a radio facility certified. I am currently working on putting together a CD with all the manuals needed for the new PQS, this new system is much more intense then the old AUXCOM but it is for the better. During the Division Change of Watch we had a communications assist for West Valley Fire District. Capt. Trodeson and crew where coming in to Grand Ronde with Helicopter 6006, West Valley DC-8 was attempting to contact them via VHF radio for LZ information and discovered that his radio was not working. I just happened to have my handheld radio and was able to provide communications for 6006 and West Valley Fire. West Valley Fire was very pleased and now they are wanting to get a MOU going for interagency communications for Polk and Yamhill Co. area agencies which I am currently working on. This is a plus for the auxiliary as our interagency relationships are growing and during the times of disasters will payoff for everyone. One of my goals for this next year it to obtain MOU's with all State, Federal, County, and Local agencies in Division 6 for interagency communications. The only other big news for the Division is I have acquired a VHF Repeater, I am currently trying to find a site on a Mountain peak to put it but when it goes up it will open our communications abilities a lot in the Division. I hope everyone has a safe and Happy Holidays! Let's keep up the good work.

SO-CS: E. Olson—

SO-FN: J. Otte—

SO-IS: K. Neubig— I want to wish a Merry Christmas and Happy New Year to all. I know Christmas will be past when we read this but I probably won't get a chance to greet everyone.

We are really glad to be home! The experience over-all was good but being away for 2 ½ months was strange!

I am slowly getting back into the "swing" of things. I

want to thank everyone who took up the slack and kept the information flowing into AUXDATA. I especially want to thank Jack Bradbury. Auxiliarists like Jack are what keep this organization afloat.

Congratulations to all the new officers in the various Flotillas. I hope everyone is looking forward to an exciting new year!

SO-MA: G. Pritchard—

SO-MS: D. Jacobs—

SO-MT: D. Berger—

SO-OP: R. Neubig— Recreational boating activity in the Garibaldi area has slowed down but the commercial crab season is going strong. Ocean conditions have been swinging from 3 to 4 ft. waves and a few days later they approach 30 ft. The port was closed for several days and restricted for many days.

Our HF radio facility is now in operation. We participate in several networks. We are part of the Tillamook County Emergency Operations Network and the Coast Guard Auxiliary District 13 Network as well as several Oregon Emergency Networks. Our activities are carried out on several bands ranging from 2 meter to 160 meter. Kay and I are still Radio Watch standing for the Coast Guard. It is a different system now that Rescue 21 has been installed, but all is well.

SO-PA: M. Carter—

SO-PE: D Philips—

SO-PB: P. Wills— A new year frequently brings some new FSO-PB on line to join the old tried and true FSO's from years past. All FSO-PB and FSO-PA staff members need to form a team in your flotilla that will work together to get the word out to the troops. The PB staff position is targeted to internal communications while the PA staff focuses on external news to the public. Still, the jobs are essentially the same. You are working to create readable copy that is informative and appealing with illustrations or photos added to enhance and draw the readers to your message. While FSO-PA staff have a "C" school offered for their training, the FSO-PB must learn by networking with other PB staff officers at the Flotilla, Division and District levels.

So where can you see what you should do? Look at the newsletters created by others, such as our com-

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To: ALAUX

From: CHDIRAUX

SOLICITATION FOR MEMBERSHIP TO THE COMMANDANTS DIVERSITY ADVISORY COUNCIL -036/08

1. The Coast Guard Director of Personnel Management has issued a solicitation for applications to the Commandant's Diversity Advisory Council (DAC). Membership tenures last for a period of two to three years.
2. Auxiliarists interested in applying should refer to ALCOAST 606/08 for details (see below.)
3. Notably, Auxiliary applications must be endorsed by the appropriate District Commodore, and all applications must be received by the Coast Guard Diversity Workforce Staff office by 16 Jan 09.
4. The purpose of this list is to keep Auxiliarists as well as all other interested parties abreast of current developments, policies, manuals, etc. All information contained herein and linked is OFFICIAL policy and information.
5. CG-542, sends

ALCOAST 606/08

COMDTNOTE 05420

SUBJ: SOLICITATION FOR MEMBERSHIP TO
THE COMMANDANTS DIVERSITY
ADVISORY COUNCIL

1. The Commandants Diversity Advisory Council (DAC) is seeking applications for new members. Up to nine new members will be selected to serve beginning either spring or fall 2009. This solicitation is your opportunity to help shape and influence matters regarding workplace climate and diversity management issues in today's Coast Guard.
2. The DAC was established to recommend service-wide improvements to the workforce climate, while promoting the opportunity for each member to reach their full potential. The DAC meets semiannually in The Washington, DC area (one-week sessions, spring and fall) to serve as the eyes and ears of the Coast Guard and provide advice and recommendations to our leadership, while at the same time building greater diversity awareness throughout the service. Between meetings, DAC members work to research and rec-

ommend solutions for diversity issues brought forward from the field. The Council consists of members from across all communities - ashore, afloat, operational, support, and with a broad base of experience and talent, e.g., rate/rank/grade, component (active duty, reserve, civilian, and Auxiliary), accession source, and work experience.

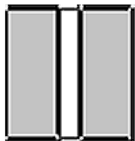
3. Seven DAC positions are available to start in spring 2009, and two DAC positions are available to start in fall 2009. Membership on this prestigious team consists of individuals who are committed to diversity management and who have demonstrated leadership performance. Members serve for a period of two to three years. Their role is to be actively engaged in understanding diversity and ensuring its success by staying current with relevant issues and working within the organization to build the best work environment possible. Members must possess a high level of initiative and Integrity, strong interpersonal skills, and effective communications skills (verbal and written). Members are expected to provide advice to senior leadership, share the commandants commitment toward diversity, and provide local diversity support.

Members interested in serving on the DAC are encouraged to Submit applications in CG memo format. The package must include:

- A. Statement of applicants desire to serve as a fully engaged DAC member (travel required), their availability for three years, and their preference to begin, if selected, in the spring or fall of 2009.
- B. Summary of career and duties performed including current assignment and anticipated rotation date (max one page).
- C. Brief narrative of applicants interest in serving on the DAC and anticipated contributions to the DAC (max one page).
- D. Command endorsement addressing applicants ability and time availability (max one page). Signature endorsements on packages do not provide the selection panel with meaningful information and should be avoided. Note: Auxiliary member applications must be endorsed by their District Commodore (DCO). Applications that do not have positive endorsement will not be considered.

5. Application packages must be received by commandant (CG-12b) NLT 16 January 2009. Mem-

ALCOAST 606 continued on Page 11



FLOTILLA COMMANDERS NOTES:

*When doing anything for the Auxiliary--Call your
Flotilla Commander and advise them!*

FLOTILLA 61: —

FLOTILLA 62: J. Reynolds—

FLOTILLA 63: E. Herder—

FLOTILLA 64: D. Cameron—

FLOTILLA 65: G. Pritchard— December started off with Change of Watch at Sprit Mountain Casino. We had a pretty good turnout. Wish we could have had more. The next week Flotilla had it's annual Christmas. We had about a 95% show up. Great food and a lot of fun. Now looking forward to Christmas, my favorite time of the year. I hope everyone out there has a very Merry Christmas and the best New Year ever.

CENTRAL OR DETACH FLOTILLA 65 Phil Piazza— In the last month we have lost a very valuable member of our Central Oregon crew due to a job relocation. Tim Quinton has moved to the Tri Cities and will probably transfer to the flotilla in that area. We also lost Doug Roelle, he has moved back to the valley to open a new business. That reduces our number to 11 dues paying members here in Central Oregon.

I have been out of town a considerable time since September and the helm has been handled by Roger Allen. He has done a great job handling our meetings and contact with the rest of our group. We have a PA event coming up in March (Redmond Sportsman Show) Roger Allen and Chris Goodman are shouldering the responsibility of organizing that event. As in the past we will offer a boating class to use as a recruiting tool in addition to the direct contact at the show.

FLOTILLA 66: L. Williams—

FLOTILLA 68: R. Moles—

Immediate Past Reflections continued from page 3

implemented.

Embrace diversity at all levels.

Reach-out to local communities, develop Coast Guard Awareness.

Support Partnership in Education involvement in local schools.

Monthly cultural awareness activities.

Recognize performance in timely fashion.

Identify innovative ways to recognize employees.

Assist and support Individual Development programs
Recreational Boating Safety.

--- Establish Auxiliary role, command and control, and eastern district (inland lakes and rivers) plan.

Fishing Vessel Safety. ---- Continue to emphasize value of dockside exam program and develop increased Auxiliary performance as dockside examiners.

Establish/align Auxiliary Operational Measures with Active Duty operational measures. Understand cost-benefit of Aux forces; inform operational commanders.

Auxiliary Computer System access and use; Research and employ systems and policies to improve collaboration within a widely dispersed Auxiliary work force.

For a complete copy of the goals, go to CG13STAFF-NOTE 3000.1A

As I stated, this is just a small part of the total document. How does it affect the Auxiliary? First, we need a new approach to our long established RBS (Recreational Boating Safety) mission. A targeted approach! Looking at the loss of life statistics and inventing new ways to lower the loss statistics by moving personnel, resourcing the target areas and recruiting new flotillas, especially in the areas where we have higher losses of life. We will have to create new ways of doing business if we are to be successful! After all, we can not say our current mode of operations is completely successful!

How can we do this? Only by looking at the District as a whole, not as just our area of operations (AOR)! We

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bers may submit their packages via e-mail attachment (preferred), fax, or mail to OSC A. Hendricks (adwoa.s.hendricks@uscg.mil). For additional information regarding the DAC and the application process, please visit <http://www.uscg.mil/diversity/dac.asp> or contact OSC Adwoa Hendricks at 202-475-5251, fax: 202-475-5918, and adwoa.s.hendricks@uscg.mil.

6. Rdml Daniel A. Neptun, Director of Personnel Management, sends.

Immediate Past Reflections continued from page 10

must collaborate at the District level, coming together to solve our problem. Every member is needed in a team effort. Flotilla resources need to be expended for educational activities in areas where there are few or no Auxiliary resources. Yes, it is Public Education, so expenditures are authorized!

Second, we need to schedule all our members, not just Vessel Examiners, to be on the boat ramps talking one on one to boaters as they prepare to launch their crafts. Wearing Life Jackets, and reminding the boaters to wear their Life Jackets, and be safe. Remind them of local classes that are being offered and providing them with safety literature. Yes, every auxiliary member can do this! There is no qualification needed! This method has proven to be effective in reducing loss of life. Vessel Examination is important, but has not been proven to be as effective as talking to each person going out on a boat.

Third, we need to be creative and supportive of the Sector Changes that start this coming year. It is going to affect the Auxiliary! We have new opportunities for direct support, added missions and new ways of completing our mission. We need to be thinking ahead and planning for these changes.

The Citizens Action Network (CAN) needs to be developed in all area of the District. People who live near the navigable water ways are needed to support the Coast Guard. Their training and presence can provide valuable "eyes on the water" allowing the Coast Guard to provide a better and appropriate response to an incident.

Does the CAN program need to be limited to the navigable waterways? No, be creative. Work with the Sheriff Departments, Park Services, etc. and use the CAN model for their areas of responsibility. Members

living along a lake or non-commercially navigable river can provide the same assistance to these departments as the CAN program does for the Coast Guard!

I challenge you! Advance your efforts to solve the District wide loss of life. Work together to create new and better ways of doing our Recreational Boating Safety Mission!



Swearing in of the new Division Senior Staff Officers at Change of Watch ceremonies, 6 December 2008 at Spirit Mountain Casino, Grand Rhonde, OR. L-R" Jerry Pritchard, SSO Logistics Supply, Donald Berger, SSO Logistics Recruiting and Retention, Dale Jacobs, SSO Prevention and Lee White, SSO Response. USCG Aux Photos by Dean Wimer



Jack Bradbury receives award from CDR Proctor for Commercial Fishing Vessel Examiner work during Change of Watch ceremonies 6 Dec 2008. USCG Aux photo by Dean Wimer.

Staff Reports Continued from Page 8

petitors for the Golden Quill award to see what the best PB's are doing right here in the Thirteenth District. Then, copy what they do until you can develop your own style. The tools you will have at your finger tips depends largely on the computer resources you own. Some newsletters use high end desktop publishing software while other very good newsletters are produced on simple word processors. The key is the journalistic and camera skills of the PB and PA working together.

If you need advice or training, remember you have through the chain of leadership a senior staff officer you can call on for assistance. Do your best this year to insure that a newsletter is published at least bimonthly by every flotilla (but monthly would be better.) Lets work together to make sure our newsletter serve their primary purpose of keeping our members informed in 2009.

SO-PS: R. Bielenberg— As SO-PS, I'd like to make sure that everyone in Division 6 is prepared to bring new members aboard. A brand new way to bring prospective members aboard is to assist them in taking the new member course and exam on line.

What prospective members need to do is set up an account on **eLearn**, for which there are directions in the opening page. Once you confirm the account (via an email message which will be sent to the prospective member). They will have access to eLearn and thus to the New Member course. No special password is required to access the course (but a password will need to be set up in the registration process).

eLearn sign-up: <http://64.207.134.26/usr/moodle2/login>

A notice of course completion can be printed and mailed along with the application packet instead of the new member written exam.

Of course the printed new member resources and exams may still be used. Flotilla Staff Officers for Personal Services: please contact me before sending new member packets.

SO-PV: R Stolte—

SO-SR: E. Chaput—

SO-VE: R Stolte—

SO-UN: D. Dail—

SO-LL: F. Gillock— Another year has passed and many things have happened this year. Some have been good and exciting things and others have given us cause for grief.

New and exciting programs have been implemented and new officers have been installed for the coming year.

We have had a number of losses which have caused us to grieve for the loss of each one of them.

My wife and I too lost someone dear to us this year. My wife's dad, who just turned ninety on 11 December, passed on 10 December. The weather has caused his interment service to be postponed until the weather clears enough for all the family to be there.

We have other good news too however and part of that good news is my wife and I will be in Wisconsin for Christmas to spend our first Christmas with our oldest son and his family.

Following Christmas in Wisconsin, we will spend three days in Canon Beach, OR, for a Chaplains conference with the ICPC (International Conference of Police Chaplains). We are looking forward to this.

Later in January, there is supposed to be a Aux. Chaplains meet and greet with Chaplain Finch, D-13 Chaplain and the Master Chief. We look forward to this.

We look forward to finishing school this year. Seminary has been challenging and rewarding. My wife will certainly be happy when this is finished. She has been "cleaning up" my term papers and "fighting" the new Microsoft Office 2007, system. We are looking forward to December 2009. That's graduation time!

I look forward to the report for the new year. May you all have a blessed Christmas and a Happy New Year!



Samples of the Sector Portland coins awarded to Dean Wimer and Danny Dail at Change of Watch.

COAST GUARD EXPANDING AUTOMATIC ID SYSTEM REQUIREMENTS

<http://www.1105media.com/>

The U.S. Coast Guard published a notice of proposed rulemaking that will expand the number of U.S. commercial vessels that must have automatic identification systems (AIS) and those to which notice of arrival requirements apply. The proposal also will expand AIS requirements to all U.S. navigable waters and mandate electronic submission of notices of arrival and departure. The Coast Guard said it will take comments on the NPRM until April 15, 2009.

The proposed changes will improve navigation safety, enhance the Coast Guard's ability to identify and track vessels, and heighten overall maritime domain awareness against potential threats, USCG said.

The changes update temporary and interim rules that have been in place since shortly after 9/11. In this NPRM, the agency proposes that any vessel moving certain dangerous cargo (CDC) be required to carry AIS because of the unique risk the movement of such cargo poses to the marine transportation system. The Coast Guard's definition of CDC includes ammonium nitrate in bulk; ammonium nitrate-based fertilizers in bulk; and propylene oxide, alone or mixed with ethylene oxide, in bulk.

The NPRM will require AIS on dredges or floating plants near commercial channels because these vessels pose a unique challenge to navigation. The Coast Guard in 2003 exempted vessels under 65 feet that carry up to 150 passengers for hire, and also fishing vessels, from the AIS requirements. But now, it will require AIS on fishing vessels of 65 feet or more and on vessels carrying 50 or more passengers. "We propose to omit the distinction of 'for hire' because we believe all passengers, whether paying or not, are subject to a similar safety risk and thus deserve the navigation safety and maritime security benefit afforded to them by AIS," the agency said in the NPRM.

Owners, agents, masters, operators, or persons in charge of vessels must file notices of arrival 96 hours before the vessels enter a U.S. port. Once the rule is in effect, both types of notice will be required from all foreign commercial vessels departing to or coming from a port or place in the United States and all U.S. commercial vessels coming to a U.S. port or place from a foreign port.



Danny Dail receives award and sector coin from CDR Proctor for outstanding services and direct support of the USCG Recreational Boating Safety Program and service as Sector Auxiliary Coordinator during Change of Watch ceremonies on 6 Dec 2008. USCG Aux photo by Dean Wimer



Dean Wimer receiving award from CDR Proctor for Leadership and Support of the USCG Recreational Boating Safety Program during Change of Watch Ceremonies 6 Dec 2008. Wimer was also presented with a Sector Portland coin. USCG Aux photo by Lee White

The next Division Meeting will be held February 27, 28, and March 1 at the Comfort Suites in Salem. Flotilla 65 will be hosting this event. Amy Jacobs is the chairperson and will be getting more information to you as time permits. We will have a registration form ready by January 10th. Be sure to mark your calendars for this time period. We would like to see all members of the Division at the meeting.

DIVISION SIX HAS A COW

Annette Maichen

The official Change of Watch Ceremonies for Division Six, Thirteenth Coast Guard District Auxiliary took place at Spirit Mountain Casino, Grand Rhonde, Oregon on 6 December 2008. Change of Watch, affectionately thought of as the COW, is the formal handoff of leadership position within the division for the coming calendar year.

The co-master-of-ceremonies were District Captain South Dean Wimer and Portland Sector Coordinator Danny Dail due to the illness of Division Commander Mel Chaput. The formalities proceeded before a goodly crowd assembled from all flotillas, with a strong contingent from the Astoria area. The event was emotional but well orchestrated by Dean and Danny given they had short notice they were running things. Dean started the meeting with a quote by and unknown author that summed up the choice we make to live today and make a difference as there is no guarantee of tomorrow.

Next Danny introduced visitors and guests including Commodore Bruce Miller (D13 DCO) and Mary Remmen, CAPT Peter Troedsson (CO GRU/AS Astoria), LT Mark Lynch of Australia Royal Navy, CDR Russ Proctor of Sector Portland and many honored guests.

After opening prayer by Matthew Carter, Doug White was honored with a silver star award and ribbon for 30 years of Auxiliary service. Doug announced his plans to retire in the Spring of 2009.

Next came the swearing in of the Division staff (names detailed on page 7 of this newsletter.) Then Commodore Miller took the mic to express his awe and admiration for the scope of Division Six efforts. He recognized Six as the largest Division in the 13th District. As he retires from the position of Commodore this month and passes the reigns to Como Dennis Hoppman he knows the new officers of the Auxiliary will serve this District well.

Recognitions was also given to SO-CS Eric Olson, Sector Coordinator Danny Dail, and SO-MS Dail Jacobs by CWO2 Stephen Jones. CDR Proctor made special presentations to DCAPT-S Dean Wimer, SO-SR Emily Chaput, DVCDR Gary Kobes and Sector Coordinator Danny Dail.

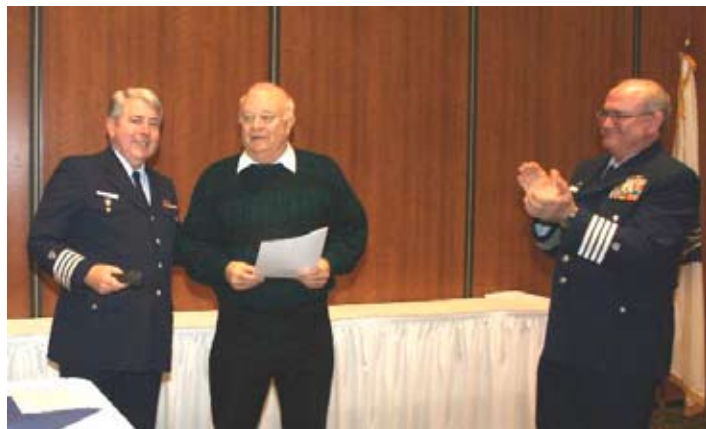
CAPT Troedsson expressed his joy and appreciation for the safety and education efforts of the Division

and especially saluted the efforts of Buoy 10 before he made a dramatic exit by CG Helo back to his duties in Astoria.

The COW of Division Six was again this year a memorable and rewarding event for all who were able to join us.



CAPT Peter Troedsson, Commander of USCG Group Astoria and Commanding Officer of USCG Air Station Astoria preparing to fly back to Astoria following Change of Watch Ceremonies. USCG Aux photo by Dean Wimer



Danny Dail, Doug White and Dean Wimer as Doug receives congratulations upon completion of Thirty Years of Sustained Auxiliary Service during Change of Watch ceremonies on 6 Dec 2008. USCG Aux photo by Lee White.





Division Staff Officer after being sworn in. L-R: Gary Kobes (DVCDR), Don Berger (SO-AV), Joan Otte (SO-FN), Jack Bradbury (SO-AN), Eric Olson (SO-CS), Lee White (SO-CM), Dale Jacobs (SO-MS), Emily Chaput (SO-SR), Jerry Pritchard (SO-MA), Danny Dail (SO-LIN), and Matthew Carter (SO-PA). Not presente Staff officer included: Richard Bielenberg (SO-PS), Kay Neubig (SO-IS), Patrick Wills (SO-PB), Franklin Gillock (SO-LL), David Phillips (SO-PE), Richard Stolte (SO-VE and PV), and Ray Neubig (SO-OP)

CROSSED THE BAR

I am sad to report that long time Auxiliarist, Vernon Buel, 1173345 and Past RCO-S has Crossed The Bar. Services will be January 11th, 2009 at 2 PM Wauds Funeral Home in Tillamook, OR. Reception at the Tillamook Coast Guard Station will follow the service.

Dean Wimer

DCAPT-S D13

ALL KIA TO RECEIVE FULL ARLINGTON HONORS

Military.com

WASHINGTON - Starting next year, the Army will provide full military honors for all soldiers killed in action when they are laid to rest at Arlington National Cemetery.

The change in policy means funerals for enlisted soldiers now will also include the horse-drawn caisson and other honors previously given only to certain soldiers such as officers and Medal of Honor recipients.

Army spokesman Paul Boyce said Tuesday that the full honors also adds an escort platoon, a colors team and a band, whereas standard honors uses a firing party, bugler and chaplain.

The policy change applies only to Arlington because it is unique in having a caisson.

"Arlington National Cemetery is an expression of our nation's reverence for those who served her in uniform, many making the ultimate sacrifice," Secretary of the Army Pete Geren said in a statement released by the Army. "This new policy provides a common standard for honoring all soldiers killed in action."

Though the full honors will be offered to families, it takes more time to arrange such services and so those who want the funerals more quickly are likely to decline. The full honors also will be arranged for members of the Air Force, Navy and Marine Corps, if requested, officials said. It will take effect early next year.



USCG Security Forces preparing to deploy to the Gulf War from North Island Naval Air Station in Coronado, California



USCG Funeral at Arlington is represented in the painting "Funeral Procession of LT Jack Rittichier" by Margaret Graham Kranking

NEW SYSTEM AIMS TO PREDICT DANGERS AT SEA

By BECKY W. EVANS

Standard-Times staff writer

A mix of strong winds, rough seas and frigid surface air and sea temperatures created the dangerous icing conditions that sank the New Bedford fishing vessel *Lady of Grace* in Nantucket Sound on the night of Jan. 26, 2007. All four fishermen onboard the vessel died at sea.

Scientists at UMass Dartmouth's School for Marine Science and Technology and the Woods Hole Oceanographic Institution have developed a new technology they hope will prevent another tragedy caused by icing conditions, which can coat a vessel's deck and rigging with heavy ice that alters stability and increases the likelihood of capsizing.

The Northeast Coastal Ocean Forecast System, developed in part by SMAST scientists Changsheng Chen and Brian Rothschild and WHOI scientist Robert Beardsley, uses a mix of ocean and weather models to generate three-day forecasts for icing potential, water temperature, wind speed and other conditions in Northeast coastal areas.

What sets the system apart from other forecast models is its high resolution, which allows forecasters to make detailed predictions about weather and ocean conditions within specific bodies of water, such as Buzzards Bay or Georges Bank.

To test whether their system could accurately predict icing dangers, the scientists and their research team used it to reconstruct surface weather and ocean conditions in Nantucket Sound on the night of the *Lady of Grace* sinking. Fishermen had speculated that icing was to blame for the tragedy.

A Coast Guard report, issued a year after the sinking, confirmed that ice buildup on the 75-foot dragger's rigging and superstructure had most likely caused the vessel to roll over and sink about 12 miles off Hyannis.

The researchers found that at 10 p.m. on Jan. 26, 2007, conditions in Nantucket Sound included northwesterly winds increasing to greater than 22 mph, air temperatures below -4 degrees Fahrenheit and surface water temperatures of about 36 to 37 degrees Fahrenheit.



They plugged those values into an existing formula to calculate the predicted icing rate for vessels traveling in different areas of Nantucket Sound. They concluded that the *Lady of Grace* was likely "steaming into waves in an area with mid-moderate up to heavy icing rates" at the time of its disappearance, according to a paper written by Dr. Chen and Dr. Beardsley.

The predicted conditions were consistent with the Coast Guard's conclusion that the *Lady of Grace* experienced rapid icing that caused it to capsize.

"We came up with something from the model, which seems quite plausible with what actually happened," Dr. Beardsley, a physical oceanographer for WHOI, said.

Dr. Chen, a coastal oceanographer who directs SMAST's Marine Ecosystem Dynamics Modeling Research Laboratory, showed a *Standard-Times* reporter a map of Nantucket Sound divided into areas with different icing rates predicted by the new forecast system. A star in the center of the map identified the spot

Sea Ice continued on page 17

Sea Ice continued from page 16

where the sunken Lady of Grace was found two days after it disappeared. Most of the star was positioned in a red section of the map, which had the highest icing rate. The map showed lower icing rates in other parts of the sound.

Dr. Chen explained that if the captain of the Lady of Grace had access to the same map or to a detailed forecast of icing conditions in Nantucket Sound, he would have been able to chart a different course that avoided areas with high icing potential. Dr. Beardsley agreed.

"If the vessel was much closer to shore (the sinking) wouldn't have happened or if it had huddled behind the south side of Nantucket and stopped, it would not have had a problem; but it was steaming into it, almost directly into the wind and waves," he said.

The scientists are working with NOAA's National Weather Service in Taunton to see if their icing forecasts could be incorporated into the agency's marine forecasts to make them more specific.

Joseph DelliCarpini, science and operations officer at the weather service in Taunton, said the agency plans to evaluate their system this winter as it monitors icing conditions.

The weather service sometimes includes warnings for heavy freezing spray in its coastal waters forecasts for mariners, but Mr. DelliCarpini admitted that the agency's meteorologists "don't have a good prediction system" for icing. The problem with current NWS icing forecasts, Dr. Beardsley said, is that they cover a broad area, even though icing may only be a problem in certain locations.

The new forecast system could help with that, he said. Mr. DelliCarpini shares his optimism. Over time, predictions made by the system could help identify specific areas within Nantucket Sound and other bodies of water that are prone to icing, he said.

In addition to icing, the weather service is monitoring the system to see if it can enhance flood predictions, he added.

"We think it is pretty good," he said. "Coastal flooding on the South Coast has always been a problem and it's something that has not been modeled that well."

The Northeast Coastal Ocean Forecast System has other practical applications such as aiding in Coast Guard search and rescue missions. Dr. Chen has been

corresponding with Arthur A. Allen, an oceanographer who works for the U.S. Coast Guard's Office of Search and Rescue.

Mr. Allen said the Coast Guard is considering incorporating the system into the agency's search planning tool, which uses ocean circulation models from NOAA and the U.S. Navy to predict the location of people, life boats, vessels and other "search objects" that are moved by the wind and ocean currents.

The system would allow the Coast Guard to make search predictions for inshore areas "where we certainly have lots of cases," Mr. Allen said. The agency's current models make predictions for offshore areas but do not provide a high level of detail for inshore areas, he said.

Dr. Rothschild, a fisheries biologist who chairs the New Bedford Oceans and Fisheries Council, spoke enthusiastically about the system's potential as a research tool for fisheries management, coastal pollution and climate change.

He explained that the system's high degree of resolution provides data on small-scale currents, water temperature, salinity and other factors that affect fish recruitment, or the amount of young fish that grow big enough to be caught by fishermen.

Another benefit of the system is that it can be adapted to any shoreline in the world.

For the Beijing 2008 Olympic Games in China, Dr. Chen used the system to forecast wind and currents along the coast of Qingdao City. The forecasts were made available to sailing teams from all countries so that nobody had a competitive advantage when racing in the area, which is known for having complex currents.

The door to Dr. Chen's office at SMAST features a colored photograph of two Canadian sailors racing in their boat. Scrawled across the picture is a message for his lab team: "Thank you for your help during the Olympics."

The forecast system has been operational since the spring and is available to the public through the SMAST Web-site at www.smast.umassd.edu. The system was funded through grants from the National Oceanic and Atmospheric Administration, National Science Foundation, Massachusetts Marine Fisheries Institute and MIT Sea Grant College Program.

The Day

COAST GUARD TAKES MAJOR STEPS TOWARD NEW MUSEUM

By Kathleen Edgecomb

New London - The Coast Guard Foundation has chosen a waterfront lot at Fort Trumbull to build a new museum and has appointed a president to the National Coast Guard Museum Association to start raising money for the project.

The long-planned museum dedicated to the U.S. Coast Guard will be built on the so-called Parcel 1 off Nameaug Street Extension, Anne Brengle, president of the Coast Guard Foundation, said Thursday.

A portion of the 10-acre site was originally slated for a hotel and conference center in the Fort Trumbull Municipal Development Plan, and the museum was to have been located on a different part of the Fort Trumbull peninsula that was not on the waterfront.

Brengle said the plan now is to eventually share the waterfront property, and parking, with a hotel. Since the site is on the waterfront, there is potential for the museum to have access to several piers, she said.

"The secret to the success of this is partnership," she said. "It's getting everyone working together."

Last week the Coast Guard issued its final environmental assessment with a finding of "no significant impact" for the proposed construction and operation of a 60,000-square-foot National Coast Guard Museum. The report looked at the pros and cons of five New London sites, including three in Fort Trumbull, one at Riverside Park, and the site of the existing museum on the Coast Guard Academy campus.

"We'd been working with the New London Development Corp. to find an appropriate lot," Brengle said. "When the study was done this summer, that lot seemed most logical and the best place to do it. When the environmental assessment came in, it verified it immediately."

Jerry Ostermiller, who for the past 19 years has been president of the Columbia River Maritime Museum in Astoria, Ore., was named president of the museum association on Thursday. His first order of business will be to get to know the New London area and start an international fund drive.

"We don't know yet how much we need to raise," Brengle said, adding that Ostermiller will sit down with designers



to determine the scope of building and the contents. "We want to build an institution that is the finest quality and the most well programmed for schoolchildren and tourists. We want to be a real player in maritime history."

An accomplished museum administrator for more than 25 years, Ostermiller will oversee and execute the National Coast Guard Museum's objectives to educate visitors about the contributions the Coast Guard has made in national security and in saving lives.

A museum is still five or six years away, but developments over the past year have pushed the project ahead, Brengle said.

"It's a priority for the Coast Guard," she said. "It's just very, very exciting. We are at the pinnacle of everything that's come before this."

The Coast Guard is the only military service that does not currently have a national museum to recount the institution's history, service and missions.

"We are honored to have Jerry lead the National Coast Guard Museum, especially during the pinnacle of its development," James Coleman, chairman of the National Coast Guard Museum Association board of directors, said in a statement released Thursday. "Jerry has an impressive record of leadership that will be the necessary conduit to prepare the museum to open its doors. We look forward to partnering and supporting him in this impressive undertaking to honor the United States Coast Guard."

Adm. Thad W. Allen, commandant of the Coast Guard, commended the association and the foundation for the latest developments.

"The museum site passing its environmental assessment for construction, and Mr. Ostermiller's appointment as the museum's president, are exciting developments," he said. "Mr. Ostermiller's experience and leadership are certain to achieve our vision of establishing a world-class institution, which will celebrate our servicemen's achievements."

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2009 D13 COMPETITIVE WRITING CONTEST

A. Thirteenth Coast Guard District Annual Competitive Writing Contest, D13inst 5060.1a

1. The Pacific Northwest is a fantastic venue in which to serve our nation. We enjoy both a diverse mission set and geography where operational and support challenges abound. In our individual roles, each of us

experiences noteworthy events or missions on a regular basis. In short, we all have worthwhile stories to tell. Through sharing of experiences and ideas, we can broaden common understanding of our mission tasking, as well as expose our shipmates to the challenges we face. Organizational improvement can result from a better common understanding and well thought out recommendations for improvements based on actual experience.

Accordingly, I am pleased to announce the Second Annual D13 Competitive Writing Contest. This contest is intended to encourage all members of the PACNW Coast Guard team, including active duty, reserve, civilian, and **Auxiliary**, to share stories with your shipmates, to relate how you do your job, to share your successes and challenges, and to learn from each other's experiences. The D13 AOR is unique within the Coast Guard in that we perform in every CG mission area, delivering services to the public in extreme weather conditions and operating environments. This is a great opportunity to make a difference in how we do business in PACNW, to improve upon our successes, and advance our writing skills.

3. Submission guidelines/deadline: All submissions must comply with the guidelines in reference (a) and be sent via e-mail to the POC by COB 15APR09. Submissions should not have been previously published and/or professionally edited.

4. Prizes: the Coast Guard foundation has generously offered to provide the the following awards for this contest.

- A. First prize: \$500
- B. Second prize: \$250
- C. Third prize: \$100
- D. All submissions: formal recognition

5. Judging: Submissions will be judged by an independent panel of three published authors who have previously served in the Coast Guard officer and/or enlisted ranks. Submissions will be provided to the judges without identifying the author. The winning submissions will be announced on 05JUN09.

6. Publishing: The winning submissions will be published on the D13 CGCentral website. Author names will be withheld upon request. Additionally, the winning submissions may be used in a D13 public affairs document at a later date.

7. Writing assistance: In accordance with reference (a), each PACNW command is encouraged to solicit volunteers to act as writing coaches for this contest. Volunteers should send their contact information via e-mail to the POC by 15JAN09. A list of writing coaches will be posted on the D13 CGCentral website for authors to contact. While not required, i encourage each author to contact one or more coaches early to establish a working relationship, help get started, and to assist in the editorial process.

8. POC: LT Matthew N. Jones, D13(dl), 206-220-7155, matthew.n.jones@uscg.mil.

9. RADM John P. Currier sends.



COAST GUARD CLOSES CHETCO RIVER, ORE., BAR

D13 Public Affairs

Not an uncommon headline this time of year.

"Capt. Frederick Myer, the Captain of the Port (COTP) for Coast Guard Sector Portland issued a bar closure on 28 December for Chetco River, Ore., at 3 p.m., due to hazardous conditions Sunday.

Due to high water volumes, debris and limited search and rescue capabilities the Chetco River bar is closed to all vessels. All vessels are advised to divert to Coos Bay, Ore., Crescent City, Ore., or be prepared to remain at sea until conditions improve....."

With severe weather approaching, the Coast Guard reminds boaters and beach-goers to be prepared and stay aware. Strong winds and heavy surf are forecast over the next several days. Boaters and beach-goers should follow these guidelines to ensure their safety:

1. Check Local Weather Forecasts: Be aware that storms can come up quickly and several are forecast this week. Always check local weather conditions and forecasts before heading out. If you must go out, monitor current forecasts, warnings and conditions via National Oceanic and Atmospheric Administration (NOAA) Weather Radio. There are 14 NOAA Weather Radio stations broadcasting along the Oregon and Washington coasts.

2. Wear Personal Floatation Devices: Life jackets - bring one for each person. History has shown that the chance of survival greatly increases if an individual is wearing a personal floatation device. For more information on life jacket requirements visit: <http://www.uscg-boating.org/command/initiative/jacket.htm>

3. Exercise extreme caution on beaches and jetties: Sudden, powerful waves can engulf the entire beach, knocking people down or throwing them violently against nearby rocks. Once in the water, strong currents can pull people out to sea. Beachgoers should also stay away from driftwood floating in the water or resting on shore. Logs can weigh several tons and can quickly be picked up by an unexpected wave and tossed onto people. Jetties are also dangerous due to unstable surfaces and slippery conditions. Large gaps in jetty structures can also trap people who slip and fall while walking on the rocks. Be aware of rising tides - high tides can trap people on rock formations and in

coves. Always let someone know where you are going, walk with a buddy and be weather and surf aware.

4. Have a Marine Radio: Investing in a good VHF radio is a smart purchase. Cell phones should not be used as a primary means of emergency communication on the water where reception may be poor or unavailable. A VHF radio has a strong signal and distress calls are received by everyone monitoring a VHF radio in range, whereas cell phone communications are point-to-point. Use VHF Channel 16 for emergencies.

For more in-depth information about radios and terminology visit the link below. <http://www.uscgboating.org/safety/metlife/radio.htm>

5. Float Plan: A float plan is a written statement of the details of an intended voyage usually filed with a friend, neighbor and/or marina operator or; a document that specifically describes the vessel, equipment, crew, and itinerary of a planned voyage. Leave a copy with a friend, relative or local marina before heading out on the water. If a vessel has an emergency or is overdue, pertinent information will be available to provide local marine police or the Coast Guard. If delayed, boaters should inform those with the float plan, and be sure to notify them upon returning so the float plan can be "closed out" and an unnecessary and costly search avoided. An example of a float plan can be found at <http://www.uscgboating.org/safety/fedreqs/floatplan.pdf>

6. Get Your Boat Checked Before Heading Out: The Coast Guard Auxiliary and United States Power Squadron offers a free Vessel Safety Check. Common problems found are lack of personal floatation devices, lack of visual distress signals or inoperable navigational lights. For a complete list of what boaters should check prior to heading out, or to schedule a free vessel safety check, visit: <http://www.vesselsafetycheck.org/>

7. Boating Safety Classes: A variety of boating safety classes are available throughout the Pacific Northwest. These classes are provided through the Coast Guard Auxiliary in many locations. Visit the link below for a listing and description of available classes. <http://a130.uscgaux.info/dso-pe/index.htm>

8. Cover your boat: Heavy rains can flood boats and even cause sinking in extreme cases. Protect your boat and be sure your vessel is adequately covered when it is moored up to prevent flooding. If you can't bring your boat onto shore, make sure it is securely fastened

Bar Closed continued on page 21

Bar Closed continued from page 20

to its dock. Vessels that break free from their moorings can become a hazard to navigation and endanger the lives of those who must retrieve them.

9. Stay Sober: Operating a boat under the influence of alcohol or drugs is illegal. For more information on boating under the influence visit: <http://www.uscgboating.org/safety/bui.htm>

For a detailed coastal weather forecast, click the National Weather Service link for your area:

Western Washington - <http://www.weather.gov/seattle>, <http://www.ndbc.noaa.gov/data/Forecasts/FZUS56.KPQR.html>>

South Washington/Central/Northern Oregon Coasts - <http://www.weather.gov/portland>

South Oregon Coast - <http://www.weather.gov/medford>, <http://www.ndbc.noaa.gov/data/Forecasts/FZUS56.KPQR.html>



Heavy Seas off Eastern Point, Gloucester by Ward Mann



DECEMBER 31ST MESSAGE FROM COMMODORE MILLER

Today marks the end of my term as your District Commodore. At 1201 AM tonight, COMO Dennis Hoppman takes the helm as your new leader.

I want to thank the membership of District 13 for the support you have provided to your leaders, support to the Coast Guard and our Partners, and most of all the support to the boating public. Every day you do something for this organization, you make a difference. You help save lives, ease the burden of overstressed Coast Guard resources, and contribute to the safety and security of our nation.

Our organization has gone through significant change during the past two years and I don't anticipate that changes will end. You have shown your creativity, resilience, patience, and good humor through it all and for that, I thank you. I also want to thank you for the hospitality extended to me as I traveled nearly 40,000 miles to meetings, events, and great fellowship.

Our district is in wonderful hands as we move into 2009. COMO Hoppman and his Chief of Staff, Peter Raiswell, bring competence, enthusiasm, and a passion for what we do. What they don't bring is the ability to do it all alone.... your help is needed to make this organization great and to carry out our missions. Through it all, please don't forget our core values of Honor, Respect, and Devotion to Duty.

Thank you again for the opportunity to serve as your Commodore in 2007-2008. It has been my honor and privilege.

Semper Paratas

COMO Bruce Miller



GOVERNMENT DELAYS USE OF A RECREATIONAL FISHING REGISTRY

— The Associated Press

http://www.google.com/hostednews/ap/article/ALeqM5iThskPugiQPs9GbK_qSCUOg0uHqwD958IGT00

WASHINGTON — Recreational saltwater anglers who were supposed to register with the federal government by January are off the hook for a year.

After reviewing nearly 500 comments on its proposed registry, the National Oceanic and Atmospheric Administration announced Tuesday that the registration requirement will be delayed until Jan. 1, 2010.

An estimated 15 million people fish for fun in the oceans and tidal areas around the country and the government is setting up the registry to better understand how this sport affects fish stocks and to gauge its value to local economies.

The federal registrations will include an angler's name, date of birth, address, telephone number and the regions where they intend to fish. NOAA will use the information to conduct surveys on fishing effort and amounts of fish caught.

The agency said that once a person has registered, they may fish anywhere in U.S. federal waters regardless of the region or regions the person specified on the registration form.

The registration is good for one year. No fee is planned the first year, but the agency said there will be a charge estimated at \$15 to \$25 annually starting in 2011.

The registration rule will cover anyone who fishes recreationally in federal waters with certain exceptions.

_ Some states have their own registry, and if that information is made available to NOAA, people who sign up with the state would not have to also join the federal program.

_ People who fish only on licensed party, charter or guide boats would not be required to register, as those vessels are surveyed separately.

_ Those with permits to fish for highly migratory species, such as tunas or swordfish, and those fishing under commercial fishing licenses will be exempt.

_ And anglers registered or permitted to fish in a formal state or federal subsistence fishery will also be exempt, as will anglers under 16.

States with saltwater licensing or registration programs that meet federal requirements are Alaska, Washington, Oregon, California, Texas, Louisiana, Mississippi, Alabama, Georgia, North Carolina and Delaware.

Those with licensing or registration programs that have gaps compared to the federal requirement are Florida, South Carolina, Virginia and Maryland.

And NOAA said that recreational saltwater licensing or registry programs are lacking in Hawaii, Maine, New Hampshire, Massachusetts, Connecticut, Rhode Island, New York, New Jersey and Puerto Rico.



Salt water recreational fishing is popular and exciting as this man's broad grin demonstrates. Concerns over registration and fees have been put back to 2010. Photo Stock free photos from web.

A TELEVISION CAN'T SAVE YOUR LIFE...A 406 MHZ EPIRB OR ELT CAN!

D13 Public Affairs

For the past year the television broadcasters have blanketed the airwaves advising the public that starting in February 2009 over-the-air television broadcasts will be going digital in the United States. This means that if you want to continue to receive free television reception, you must have a newer TV that has a digital tuner or you need to get a digital-to-analog converter box. Not as well known but of substantial importance is that a critical piece of life-saving equipment will also be affected with a change from analog to digital transmissions - an Emergency Positioning Indicating Radio Beacon or "EPIRB."

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Starting in February 2009 the older beacons that transmit only an analog signal (121.5 or 243 MHz) will no longer be “heard” by search and rescue satellites. Just like checking a TV, boaters need to ensure that their distress beacon is capable of transmitting a digital signal (406 MHz) in order for it to be recognized.

Although recreational boaters are not required to carry an EPIRB, they are strongly recommended for ALL boaters, including kayaks and other paddle craft, along with a VHF-FM marine band radio. The 406 MHz signal sent by the newer EPIRBs when a mariner encounters distress are picked up by the COSPAS/SARSAT satellite constellation, which determines the EPIRBs position through triangulation. EPIRBs with embedded GPS are even more helpful in quickly finding a distressed boater. With GPS coordinates, the position of distress is pinpointed almost immediately. Without GPS, it may take two or three satellite passes to come up with a good, triangulated position.

“Registering your EPIRB with accurate contact numbers ensures that the Coast Guard can confirm an actual distress or false alarm and can take the guess work out of who or what they are looking for,” said Lt. Meredith Phillips, a Pacific Northwest search and rescue controller. “Contacts on the registration should include the owner/operator of the vessel and anyone else who may know of current sail plans or vessel intentions. Registering your EPIRB drastically reduces the amount of time used for initial search planning and may allow the Coast Guard to respond quicker. Along with faster response time for actual distress cases, false activations can be confirmed quickly.”

As long as the new 406 MHz beacon has been registered (which is required by law), search and rescue authorities can quickly confirm that the distress is real, who they are looking for, and a description of the vessel or aircraft. This means an effective search can be initiated even before a final distress location has been determined for non-GPS EPIRBs. It also means that a false activation may be resolved with a phone call to the beacon owner, saving resources for actual distresses.

Registration is free and can be done on the internet at: www.beaconregistration.noaa.gov or it can be mailed/faxed to NOAA by calling 1-888-212-SAVE. Beacon registrations must be updated at least every two years or when information such as emergency contact phone numbers and other vital information changes. This registration information is only available to authorized search and rescue personnel. It saves lives.

**“ YOU FORGOT TO DO SOMETHING!
..... NO I DIDN'T !”**

Phil Piazza, S Beaverton (OR) Squadron

This was the conversation between my wife and I while in the middle of the Columbia River as to why our boat would not get up on plane. But as all good stories start at the beginning, this is how that conversation came to be.

It was a hot August several years ago and I was getting ready for the Multiple Sclerosis 150, a two-day one hundred and fifty mile bicycle ride to raise money for the organization. For the prior six years my wife and I had done the ride together. This year she was sitting it out because of a knee injury. The ride this year was to be over Mt. Hood. It would start on Saturday and finish the following day where it began. At that time I was still working and my regular days off were Sunday, Monday and Tuesday. As a consolation for my wife sitting at home for two days I told her we would take our boat out when I got home on Sunday and go camping on the Columbia at Government Island for two days. We had had the boat for about a year and both of us had been through the USPS basic boating class. Our boat is a Bayliner 2452 Classic Express Cruiser and is the perfect weekender. We were keeping the boat on a trailer at a storage facility. My plan was to pick up the boat on the way home after I finished the ride. Penny would have everything ready, we would load the boat, I would shower and then we would head for the river.

Since there was no scheduled start on the second day I got up at 0530 and hit the road by 0600. I finished the last 75 miles over Mt. Hood and back to the start by 1230 and was on my way home.

Now for the rest of the story. As we are all taught in basic boating you should have a checklist and do things in the same order each time. Correct?

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I arrived home at about 1330 and we loaded our supplies on the boat. I hooked up the VHF and Loran then ran into the house and took a quick shower. We then headed for the boat ramp to start our weekend. At that time of the afternoon we had no wait getting in to the water. While Penny parked the truck and trailer I motored over to the dock to wait for her. We then headed out into river, after clearing the "No Wake Zone" I pushed the throttle forward. The boat responded very sluggishly and would not come out of the water and on to plane. After a couple of attempts I took the boat out of gear and ran the motor up. It ran up to the red line with out any difficulty. It was at this point that Penny and I were having that famous conversation. After a few, "yes you did, no I didn'ts" she retired to the cabin to use the head. As she lifted the step to open the valve for the head I heard the comment, "what is this water doing in here?" It was if I had been struck by lightning! THE PLUG! Without saying a word I turned hard starboard and ran the throttle to the firewall. The boat pivoted and immediately came up on plane. This left Penny sitting on the floor of the cabin hanging on for dear life and using words that really should not be in print. I headed back towards the boat ramp at close to warp speed. I radioed the Sheriff's River Patrol and informed them of my situation. They said that they would stand by with pumps and recommended that I nose up on the beach next to the launch ramp. The high-speed trip back to the ramp helped siphon most of the water out of the bilge. I gently put the bow on the beach and with the plug firmly clenched in one hand and a wrench in the other over the stern I went. With the plug in place the pumps did their job clearing the rest of the water out of the bilge. After checking the engine compartment I thanked the Sheriff for standing by and we headed for Government Island for our *relaxing weekend*. Yes, I had a large helping of crow for dinner that night!

Like a pilot of an airplane the skipper of a boat should always have a checklist, either a written one or one committed to memory. (As we get older writing is better!) In either case you should do the same things in the same order each time you launch or leave the pier. A person should not try and rush especially when tired. In that way you will save yourself from having a similar conversation, or worse. We now keep our boat moored at a slip so I know exactly where the plug is at all times.

DEADLINE FOR TWIC ENFORCEMENT APPROACHES QUICKLY

D13 Public Affairs

Coast Guard Captain Fred Myer, the captain of the port for Portland, Ore., urges all maritime workers who have not yet enrolled for a transportation worker identification credential (TWIC) to apply as soon as possible.



Beginning Feb. 28, 2009, maritime workers including terminal employees, longshoremen, truck drivers, agents and other maritime related activities must have a TWIC to gain unescorted access to secure areas of any waterfront terminal regulated by the Coast Guard under the Maritime Transportation Security Act. Documented Merchant Mariners are required to have their TWIC no later than Apr. 15, 2009.

It can take four to six weeks from the time of enrollment to the time that an applicant receives a TWIC, so local maritime workers need to enroll no later than Jan. 15, 2009 to ensure that they receive their card before the Feb. 28th enforcement date.

There are five TWIC Enrollment Centers servicing the Coast Guard Sector Portland Area. These Centers are at the following locations:

Port of Coos Bay, OR: 400 Virginia Ave., Suite 112, North Bend, OR 97459-3477

Port of Longview, WA: 501 S. First Ave., Suite 201, Kelso, WA 98626-1631

Port of Pasco, WA: 2815 St Andrews Loop, Suite A, Pasco, WA 99301-3305

Port of Portland, OR: 7025 N. Lombard St. Suite 100, Portland, OR 97203-3203

Port of Vancouver, WA: 33rd Place Building, 3305 Main St, Ste 107, Vancouver, WA 98663-2234

For those Maritime workers who have enrolled but not yet picked up and activated their TWIC, it is very important that they do so as soon as possible. Records

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indicate that there are as many as 1800 TWIC cards ready to be picked up and activated at these local enrollment centers. Personnel who enrolled more than four weeks ago and have not picked up their TWIC should contact the enrollment center that processed their enrollment to determine if their TWIC is ready for pick up. Personnel can also go on line to the TWIC Enrollment web site at <https://twicprogram.tsa.dhs.gov> (Check Card Status) to determine if their TWIC is ready for pickup.

Starting Feb. 28, 2009, terminal and facility security personnel will verify that everyone entering facilities regulated under 33 CFR 105 possesses a TWIC, and may turn away those without a valid TWIC. While the new regulations allow people without TWIC cards to be escorted onto facilities under certain conditions, that process is up to the discretion of the facility owner operators. Individuals should not expect facilities to have personnel available to serve as escorts.

The Coast Guard will be responsible for enforcing TWIC rules, and will be assisted by facility owners, port police and other federal, state and local partners to achieve the security goals of the program. To ensure that all port facilities are complying with the TWIC requirements, Coast Guard and other law-enforcement agencies will conduct routine inspections and random spot checks.

Facilities that violate TWIC regulations may be subject to a variety of enforcement actions that range from on-site education and correction to letters of warning to civil penalties up to \$25,000 per violation per day. In addition, operations could be suspended at a facility found not in compliance with TWIC requirements. Individuals who do not have a TWIC may be denied access to the facility. The Coast Guard strongly recommends that mariners not get caught in the last minute enrollment/activation rush as it will affect your ability to work or conduct business within the ports.

For more information, the TWIC Program Help Desk can be reached at 1-866-DHS-TWIC (1-866-347-8942). The help desk is available Monday through Friday from 8 a.m. until 12 a.m. EST. The TWIC Help Desk can also be contacted via email at credentialing@dhs.gov. For Coast Guard TWIC enforcement questions, please contact 1-877-MTSA-AID (1-877-687-2243). Local waterfront facilities may contact MTSC Scott Thoresen, USCG at (503) 240-9333.



DCAPT-S Dean Wimer and DVCDR Gary Kobes at the COW ceremonies on 6 December 2008. USCG Aux photo by Lee White.



Joyce Wilson, Fl 64 being congratulated for her birthday at COW by Dean Wimer, Photo by Lee White



Charles Fandel, Eric Olson and Gerald Pritchard of Flotilla 65, Lt March Lynch of Australian Royal Navy and others enjoy the festivities at Division Six COW. USCG Photo by Dean Wimer.

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